



The China Mail.

ESTABLISHED 1845

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8A, QUEEN'S ROAD
CENTRAL.

No. 14,988.

號八月五年一十一百九千一英

HONGKONG, MONDAY, MAY 8, 1911.

日十初月四年三統宣

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T. F. Hough, Esq., C. J. Lafrentz, Esq.,
Hongkong, November 16 1909. 1424.

MACAO AND GAMBLING.

A Peking View.

The Peking Daily News points out that
the prohibition of gambling in Canton may
mean the shifting of the gambling centre
to Macao which has, for a long time, been
a rival with Canton as a gambling resort,
but on account of the boundary dispute the
former was practically deserted some two
years ago. In order to recover its pro-
sperity Macao gambling houses freely
introduce indecent attractions and arrange
excursion and accommodations gratis for
the Cantonese to come.

From Canton to Macao the trip by boat
is only a few hours. Imagine the number
of people who avail themselves of these
free offers, and imagine how the number
will grow now that there is no gambling
opportunity in Canton!

It is already reported that Macao is
taking every advantage of the occasion.
Private interest is backed up by official
countenance and it is believed that there
is the intention on the part of the Macao
authorities to farm out the revenue. It
seems hardly equitable that Canton gives up
that revenue and Macao should profit by it.
The proximity of the two places has a great
bearing on the question. The gamblers
of Macao will be the regular guests from
Canton. Consequently the evil doing of the
former will be strongly felt by the latter.
Thus Canton will find itself in the paradoxical
position of having sacrificed all for nothing.
Therefore it is not justifiable that the
Chinese Government should demand the
Portuguese authorities to take some
effective measure not only as a matter of
comity but as a right!

After all the gambling question concerns
the interest of Macao to no less extent.
Gambling is not confined to the Chinese
community alone—it claims victims among
the Portuguese and other nationalities
residing in Macao. Debauchery, kidnapp-
ing, blackmail and other vices which
flourish in the colony are direct results of
gambling. Its effects on the colonial trade,
industry and enterprise are too evident to
enumerate. It has demoralized the colony
and checked its growth, causing it to be
a menace to China and a shame to Western
civilization.

RUBBER DIVIDENDS.

A telegram to the Straits Times dated
April 28 says:—

The announcement of the final dividend
of Linggi Plantations is expected daily. It
is possible that it may amount to 125 per
cent.

A subsidiary Linggi company will shortly
be placed on the market. Shareholders
will have the right to one share for every
four they hold on the parent company.
The Straits Rubber Company declares a
final dividend of 24 per cent.

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Builders of Steamers up to 1000 Tons.
Tugs, Launches, Barges, Motor Boats.
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Central.
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1351

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HONGKONG TO CANTON—Daily at 8 A.M. (Sunday excepted) and 10 P.M. (Saturday
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Sundays at 7.30 A.M. and 4 P.M.

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Hongkong, October 9, 1908. 13

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14, DES VŒUX ROAD CENTRAL.

Hongkong, July 20, 1910. 399

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Hongkong, March 1, 1911. 299

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Hongkong, August 23, 1910.

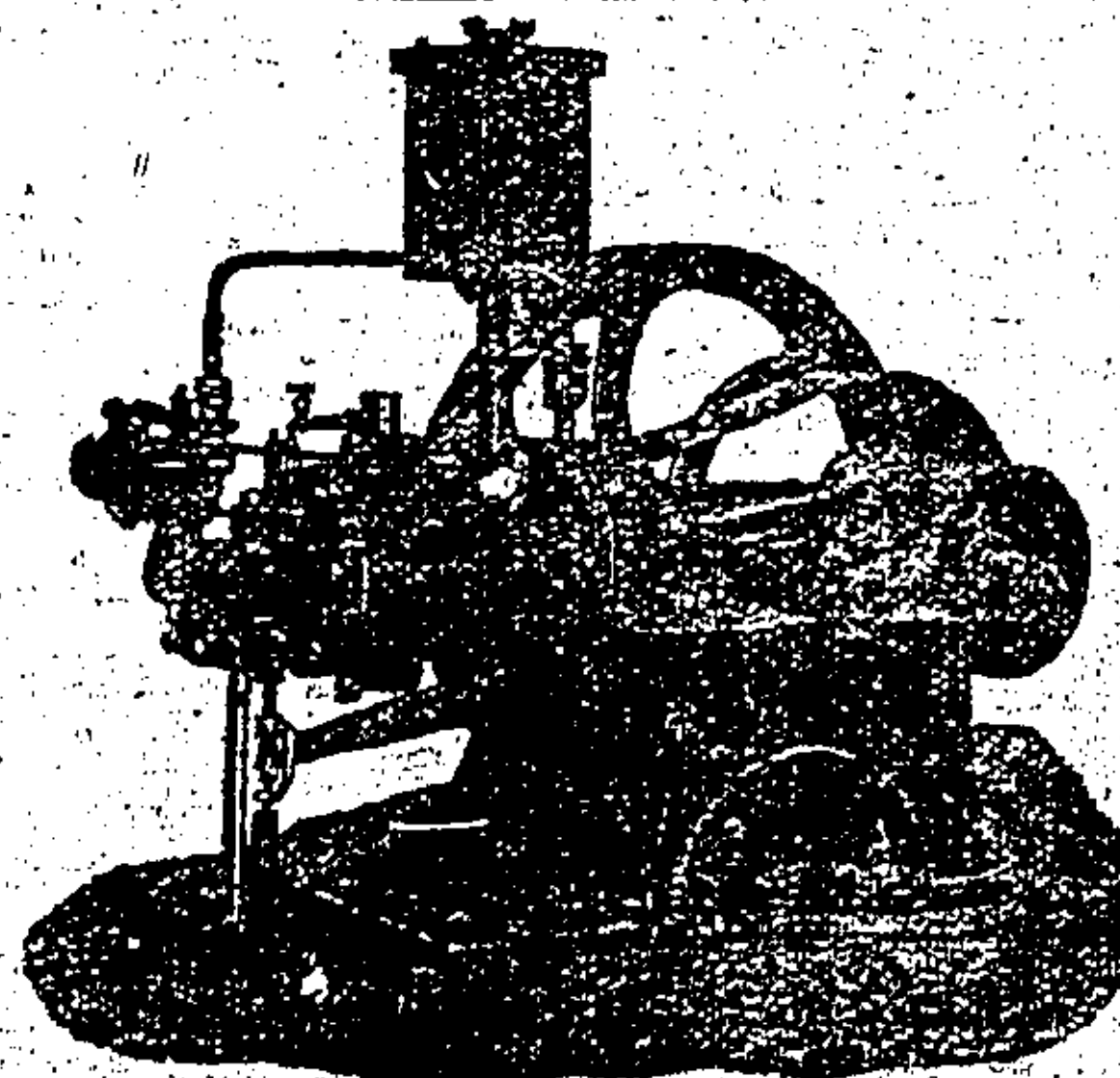
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THE
HONGKONG REGISTER

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Reconstruction	29.02	29.50	28.50	28.50
Refugee Service	27	27	26	26
Director of	7.15	7.15	7.00	7.00
Force	2	2	1	1
Weather	2	2	1	1
Rain	0.02	0.02	0.01	0.01

Plights open at 10.00 a.m. on the 1st
of the opening of the 1st of the 1st
M. G. Flood, Director

Hongkong Observatory, May 7th 1941

HONGKONG CORONATION
CELEBRATIONS.

LIST OF SUBSCRIPTIONS.

The following subscriptions towards the local celebrations of the Coronation have been received:

Hongkong and Shanghai Bank	\$1,000
Jardine, Matheson & Co. Ltd.	1,000
Batford and Swire	1,000
David Sassoon & Co., Ltd.	1,000
E. D. Sassoon & Co., Ltd.	1,000
E. P. Hanney	750
Melchers & Co.	500
Arnold, Karberg & Co.	500
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Deutsch-Asiatische Bank	500
Hamburg-Amerika Linie	500
Siemens & Co.	500
Norddeutscher Lloyd	500
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S. W. To	500
J. H. Gardier	500
Golding, Barlow and Morrell	500
Octo Kong Sing	500

IN THE COURTS.

A Chinaman who was found preparing opium at Shaukiwan was fined \$200.

A stoker on the steam launch *Willow* was fined \$4 for dumping ashes into the harbour.

An American sailor named J. O. Jean was fined \$5 for disorderly conduct and ordered to pay \$4 compensation for damaging an Indian constable's uniform.

Four coolies, who were found putting two boxes of tobacco on a truck from a godown at No. 143 Hollywood Road, were remanded. It appeared that the godown was securely locked and the doors had been broken open. The value of the tobacco was \$170.

For returning from banishment, a native, who had been banished several times previously, was sentenced to twelve months' imprisonment. He was found in a house, his intention being, no doubt, to commit a robbery.

A Portuguese youth named J. Remedios, got into a rickshaw with only a cent in his pocket and having to round the city for about a hour, refused to pay for the rickshaw. He appeared before Mr. E. R. Hallifax, who imposed a fine of \$5.

Sergeant Thompson, while on duty near the naval camp, saw two fishing boats with a quantity of coal on board. They refused to stop when called upon to do so and as they were followed up one of the boatsmen dumped a quantity of coal overboard. When charged before Mr. E. R. Hallifax, at the Magistrate's court this morning, one defendant was fined \$10 and the other \$5.

A runner at a boarding house at No. 63 Connaught Road Central went into the bath and when he came out he missed his jacket and his watch and chain together with a number of trunks. He made enquiries of a folk who said that he had seen a man just go out with a jacket. They followed the suspect as far as the Praya where they searched him when they found the watch, chain and trunks, the jacket being afterwards recovered floating in the harbour. At the Magistrate's court this morning the runner was fined \$10 and the six Chinese men in the rickshaws were each fined \$5.

THE WRECK OF THE ASIA.

Missing Man Arrives at Shanghai.

Shanghai newspapers to hold contain the news that the missing water-tender Richard Arundel, of the wrecked steamer Asia, is safe. He arrived in Shanghai by the C. N. C. steamer *Pekin* on May 3 from Ningpo, and to a *Mercury* representative told the following interesting account of his doings since the time he became separated from his comrades:

"I left the wrecked steamer Asia on Sunday night (25th ult.) and went ashore in one of ship's boats. About 6 o'clock that night we were to board the s.s. *Shaoxing*, and in the boat which I was in were the second Engineer, Cousins; Quarter-master Miller, two Chinese sailors and a Japanese boy. A very thick fog came on and we were unable to find the steamer so we had to return to the shore. A Chinese junk picked us up and we abandoned our boat and went ashore where, in a Chinese hut, we stayed the night. The following morning (Monday), about five or six o'clock two sampans were provided for us to take us to the *Shaoxing*. We could not see the latter at that time, as we were off the other side of the island. The other five men (mentioned above) got into one sampan and I was in the other sampan alone. When we had got a little way out the Chinese fishermen who accompanied me refused to go to the *Shaoxing* but persisted in making for the wreck. I did everything in my power to get them to the *Shaoxing*, but they would not listen to me. The sampan containing the five other members of the crew passed within about 20 yards of us, and I whistled and shouted to them, but they did not come back. I thought they would afterwards return to get me, but they did not do so."

Asked if he saw anything of the boat which was sent from the America Maru to look for him, Arundel replied that he did not. "I was taken in the sampan over to the Asia," he continued, "where they continued with their towing, and kept me in the sampan all the time. I tried to get aboard the Asia, but they would not let me. Afterwards they brought all the lost on board the sampan and took it ashore. This was about ten o'clock in the morning. The lost was then unloaded, and all the 6-bermen went ashore except one, and the boat was taken out in the stream to await the arrival of the sampan which had taken Cousins and the others to the *Shaoxing*. Afterwards six of the men came back, and took me to the wreck again, where more boat was taken on board. When we returned to the shore the next time I made up my mind that I would not stay on the boat any longer, and as soon as the boat got ashore I stepped on to the land. No attempt was made to prevent me, and the men followed me up and pointed out where I could sit down, viz., on a coil of ropes which they had looted from the ship. This was about 5 o'clock in the evening, and while I was sitting down I noticed two Chinese, who afterwards turned out to be merchants, on the hill, so I went up to them and tried to make them understand what I wanted. One of the merchants stayed by me while the other went down to the fishermen, who were unloading the lost. After some conversation he waved to the fellow who was with me, and we started off at once over the hill. This was the last I saw of the looters. The merchants took me over to a little village on the mainland on the other side—*Ta Lo*. I think the name of the place was. Here I stayed till 10 o'clock the following morning and slept in the merchant's house. They furnished me with a bed and fired me up as well as they possibly could. The next day—leaving about noon—we took a junk and went to another small place, the journey taking about six hours. It was a small village with only one street, and no white people were there or anyone to whom I could make myself understood. I stayed the night at a small boarding house, and had Chinese food. At daybreak the following day (Wednesday) we started to walk over to Haimun. It was about an eight hours' walk, and I was accompanied by one of the Chinese merchants. At Haimun there was one man who could speak a little English, and he gave me to understand that they would have to send word to the chief Magistrate at Ningpo and that they would have to get a letter from him before they could transfer me. I saw him again on the Friday when he told me they were going to send me to Ningpo on the Friday night. He then went away, and no one came for me either on Friday or Saturday. I had nothing to do, but just to walk around. I was practically a prisoner, because they never let me out of their sight, there being always some one to watch and keep an eye on me. They seemed to be afraid of losing me. I stayed in the office building of one of the merchants, who I understood was coming up to Shanghai. They gave me a bed and ordinary Chinese food. I had to take just what was going, and I didn't like the Chinese food, as there was too much fish about it. When I ran out of tobacco, however, they supplied me with cigars and generally looked after me well. On the Monday night I left Haimun in a small Chinese steamer for Ningpo, and arrived there yesterday afternoon. The British Consul at Ningpo sent a man on to the ship to meet me, and he took me to the Consul's house. The Consul gave me a change of clothes; a grey flannel shirt, white shirt, tie and other things. The clothes I had been wearing were just my ordinary boiler suit, a pair of overalls, a pyjama shirt, and old jacket and cap. In conclusion Arundel said that on the whole he had not had a bad time, and felt little the worse for his novel experience of Chinese life."

SPORTING.

Cricket.

HANCOCK'S XI v. ELBOROUGH'S XI.

Considerable interest was manifested on Saturday afternoon in the interport cricket match between teams captained by R. Hancock and A. C. E. Elborough, with the result that there was a large attendance. The team to represent Hongkong against Shanghai in the forthcoming interport encounter is to be selected from amongst Saturday's players and a lot of people were eager to witness the display of those likely to be selected. Honours fell to Elborough's XI who led by 163 runs when stumps were drawn. R. Hancock was the highest scorer for his team with 32 to his credit while his brother H. Hancock was only two less. Chapman put up a score of 28, the total being 120. Cooke, for the opposing team, was in excellent form and retired at 110. Pearce came next with 57 and Thurstfield, not out, 49.

The scores were—

R. HANCOCK TEAM.		A. C. E. ELBOROUGH'S TEAM.	
Li, Col. Hamilton, c Pearce, b Taverner	23	Lieut. Williams, b Hamilton	3
Capt. Chapman, b Donnelly	23	C. Cooke, retired	110
A. A. Claxton, c sub. b Taverner	2	Corpl. Dempsey, run out	35
C. T. Hoss, b Payne	14	B. E. O. Bird, c Makin, Lowe	2
R. Hancock, c and b Taverner	32	T. E. Pearce, c Makin, b Hamilton	57
H. R. Makin, c Taverner, b Payne	4	Capt. Addison, b Hamilton	9
H. Hancock, b Dempsey	30	Rev. Payne, c Makin, b Hamilton	3
H. R. Phelps	0	—Thurstfield, not out	49
A. R. Lowe, not out	0	D. E. Donnelly, c Makin, b R. Hancock	6
A. R. Sutherland, c Dempsey, b Taverner	0	Corpl. Taverner, c and b Hamilton	12
R. J. Saunders, b Taverner	1		
Extras	7		
Total	120	Total	236

Hongkong Tennis League.

CHINESE Y.M.C.A. v. WATSON'S.

This match was played on the former's courts and resulted in a win for the home players by the narrow margin of three games. Scores:—

Wong Po Keung and F. M. Mohler (Y.M.C.A.) lost to P. Phillips and H. Rapp 6-6; beat Miller and Capell 8-3; lost to Humphreys and Clark 5-6.

Wei Wing Lok and Wong Po Kie (Y.M.C.A.) beat Capell and Miller 7-4; beat Rapp and Phillips 7-4; lost to Humphreys and Clark 3-5.

Ko Po Shun and Rev. A. D. Stewart (Y.M.C.A.) beat Capell and Miller 10-1; lost to Rapp and Phillips 6-8; lost to Humphreys and Clark 1-10.

The total scores were: Chinese Y.M.C.A., 51; Watson's, 48.

Kowloon C.C. v. WIGWAG.

This match, played on the Wigwag courts on Saturday, resulted in a decisive win for the champions by 61 games to 38. Scores:—

Fowler and Green (Kowloon) beat Kennett and Chivers 9-2; beat Jeffries and Wolf 9-2; beat Fittock and Brandtman 6-5.

Abraham and van Delden (Kowloon) beat Kennett and Chivers 8-3; beat Jeffries and Wolf 7-4; beat Fittock and Brandtman 7-4.

Rose and Chee (Kowloon) lost to Kennett and Chivers 5-9; lost to Jeffries and Wolf 5-9; lost to Fittock and Brandtman 5-9.

CRAIGENGOWER v. CLUB DE RECREO.

Played at the Craigengower ground, resulting in a win for the visitors by 60 games to 29. Scores:—

H. H. Taylor and J. V. Bragg (Craigengower) beat J. J. V. Remedios and A. A. Gutierrez 7-4; lost to Ph. Roza and F. E. Remedios 3-8; beat Ed. Leitao and M. Finna 6-5.

R. Besh and F. Kow (Craigengower) lost to J. J. Remedios and A. A. Gutierrez 5-9; lost to Ph. Roza and F. E. Remedios 3-8; lost to Ed. Leitao and M. Finna 5-8.

L. A. Rose and E. L. Bragg (Craigengower) lost to J. J. V. Remedios and A. A. Gutierrez 2-9; lost to Ph. Roza and F. E. Remedios 5-9; lost to Ed. Leitao and M. Finna 3-8.

Y.M.C.A. v. CIVIL SERVICE.

This match resulted in a win for the Y.M.C.A. by 60 games to 43.

Lawn Tennis.

KOWLOON C.C. TOURNAMENT.

The following additional results have been recorded:—

CHAMPIONSHIP.

First Round—Brown beat Zedelius 6/4, 3/0, 4/0, 2/6, 6/4.

Second Round—Mead beat Eggers 6/2, 7/9, 8/6, 2/6, 7/6.

"A" CLASS SINGLES.

First Round—Rose (wins 30) beat Fowler (wins 30/3) 9/4, 6/3; Abraham (acc.) beat van Delden (wins 15) 6/4, 8/2.

"B" CLASS SINGLES.

First Round—Bailton (wins 15/3) beat Jack (wins 30/3) 6/4, 4/0, 6/4; Brett v. a. from Carey.

Second Round—Brown (wins 15) beat Curgen (wins 2/5) 7/5, 6/1; Williams (wins 2/5) beat Blackburn (wins 30/3) 6/3, 6/3; Ankerley (wins 15) beat Capell (wins 15/3) 6/5, 6/4, 8/2.

Lawn Bowls.

Kowloon v. TALOOK.

The lawn bowls competitions commenced on Saturday when Talook were visitors to Kowloon. A very interesting game was witnessed and the result was a win for Kowloon by seven points. The scores were:—

TALOOK	KOWLOON
W. Hardwick	G. R. Edwards
A. Smith	J. Macdonald
P. Farrell	J. M. Henderson
R. Aitken (skip) 14	D. Harvey (skip) 17
—Taylor	R. Hall
G. Anderson	G. L. Duncan
—Ferguson	D. Cooper
A. Dinnon (skip) 19	J. Crawford (skip) 31
J. Weir	H. Shiras
A. Hamilton	T. Newe
J. McIntyre	A. Alexander
W. Wetherston	A. Ramsay (skip) 14
(skip) 22	
55	62

POLICE v. CIVIL SERVICE.

The Police entertained the Civil Service bowlers when they overcame their guests by two points. The scores were:—

POLICE	CIVIL SERVICE
R. C. Watt	S. Kelly
W. Robertson	Irring
W. Stuart	A. E. Pile
W. Cameron (skip) 17	Lyons (skip) 16
A. C. Langley	F. Fisher
W. Gerrard	R. Duncan
W. Pitt	A. Blower
W. Withers (skip) 21	L. S. Bratt (skip) 9
J. Grant	J. J. Blake
K. McEldown	E. Dawson
R. Fenton	A. M. Thornhill
D. McHardy (skip) 10	R. Fincher (skip) 21
48	46

LEAGUE TABLE.

	P.	W.	L.	F.	A.	Pts.
Kowloon	1	1	0	0	0	55
Police	1	1	0	0	0	46
Civil Service	1	0	1	0	0	48
Talook	1	0	1	0	0	55

SHANGHAI RACES.

The Derby and the Champion Stakes.

The Races at Shanghai were in every way a success and, as usual, drew big crowds to the Race Course.

Twelve ponies started in the Derby and while Ebony Tree got away in the lead, Per was left several lengths behind. Glenarry was running second, but opposite the Stand he drew ahead, along with Ugly Joss, and led the field, Ebony Tree being next, followed by Disputed and Foreman. In this order they raced past the Horse Bazaar. Per in the meantime making up some lost ground and Merry almost equally rapidly losing it, so much so that along the back straight the latter had tailed off several lengths and the former was now bunched with the field. Glenarry and Ugly Joss continued to make the running, being still level in first place at Probert's Corner, but from this point the aspect of affairs changed. At the mile post Glenarry had fallen behind, while something was seen to come up to Ugly Joss, but being blanketed for the time-being it could not exactly be placed. At the quarter-mile post Foreman came into view in great style, and took the bend into the home straight on the lead. Ebony Tree then dashed past Ugly Joss and went second, with Cypress Tree hot-foot after him and Per now fourth. Along the straight the field tailed off almost into single file, with Foreman in the lead, and increasing it every second. Between the trees a severe struggle ensued for second place, and Cypress secured the honour by a length and a half from Ebony Tree, Foreman in the meantime having passed the post many lengths ahead. Per ran fourth and Ugly Joss fifth, whilst Glenarry tailed off last. The time was 3 min. 10 sec.

Excitement ran high when the Champions race came to be run, and though a small quantity of rain was falling about that time this did not in any way lessen the keen interest which was manifested in the great event. The field was a small one considering the importance of the race, there being only nine starters, Coronation Rose, Red Herring, Carlisle, Glice, Workman, Oustit, Capello, Sandringham and Not Good. Enough being the absentees. At the fall of the flag Persimmon Tree jumped into the lead, but Hankow quickly took his place. Disputed going second and Willow Tree third, the rest being well bunched. Hankow had a slight advantage over Disputed at the Horse Bazaar. Willow Tree being 2 1/2 up third. Then there was a gap of two or three lengths to the rest of the field. At Loongfei Hankow had a lead of a length from Disputed, who was three lengths in front of Willow Tree, and between Willow Tree and Magin fourth, there was a gap of five or six lengths, Stadesona being fifth and Che-fon last. In the middle of the back straight Willow Tree went up to Hankow, three lengths behind being Disputed, then Magin, with Foreman, lying handy, fifth. The order at the half-mile post was Hankow, Willow Tree and Stadesona, with Foreman fourth, Disputed having fallen away. Willow Tree, Hankow and Stadesona were almost level at the monument, Foreman being three lengths behind them, while Persimmon Tree was coming up fairly quickly on the outside. Foreman had gained ground at the bend into the home straight and was soon in the forefront, with Hankow second, Persimmon Tree third and Stadesona fourth. Half way along the straight Foreman had increased his lead to several lengths while Persimmon Tree seemed to have lost ground somewhat. Nothing could touch Foreman, who won comfortably by five lengths, Hankow taking second place, four lengths from Stadesona, third. The latter just beat Persimmon Tree. Time 2 min. 26 sec.

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SCOTTISH SPORT.

(From Our Own Correspondent).
EDINBURGH, April 18.

THE SCOTTISH CUP.

Celtic's thirteenth appearance in the final for the Scottish Cup was not followed by the traditional ill-luck. In the replay, they defeated Hamilton Academicals by 2 goals to 0. A high gale, a blinding rain, and a soft ground told in favour of the veterans, who were by far the heavier team. In the first half, playing with the wind, the Academicals put in a fine wide game in the open, but when near the goal showed little power to press advantages; only twice did they give the Celtic backs any cause for anxiety. After the change of ends, with the storm against them, they had to confine themselves to defence; the inside forwards acted along with the halves, and so successful were they in the spoiling game that for some time another draw was quite on the cards. A sharp shot from Quinn of the Celtic, however, from a difficult position, found the net, and later McAteer finished a neat individual effort with an even better goal.

The Hamilton club are to be congratulated on reaching the final. They are a very young eleven; perhaps the youngest first-class eleven in Scotland; and their material promises well for next season.

ASSOCIATION LEAGUE.

All the interest in the Association League is centred in the doings of the two leaders, Rangers and Aberdeen. After Saturday's play, it is practically certain, as I have already written you, that the Glasgow club will come out Champions. Both teams drew their matches. Rangers with Falkirk and Aberdeen with Greenock Morton; but while Rangers put in some creditable play against their strong opponents, Aberdeen were in poor form against a comparatively weak lot. Both have played 32 games (the total in the competition is 34), and as Rangers are three points to the good, they have only to score two more to finish at the top.

Motherwell and Queen's Park will occupy unenviable positions at the other end of the table.

SHIRAZ.

A large concourse of Scots folk assembled at the Windmill, Wimbledon Common, on Good Friday, to witness the annual shanty match, by teams open to all comers and captained by two veterans who wielded a can in the first half of last century—Mr MacLennan and Mr J. M. Watson. The match ended in favour of Mr MacLennan's team by three halves to two.

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* MANCHURIA	27,000 Tons, SATURDAY, 24th June, at 1 p.m.
* MONGOLIA	27,000 Tons, SATURDAY, 15th July, at 1 p.m.
* KOREA	18,000 Tons, FRIDAY, 11th Aug., at 1 p.m.
* SIBERIA	18,000 Tons, SATURDAY, 28th Aug., at 1 p.m.
* MANCHURIA	27,000 Tons, FRIDAY, 8th Sept., at 1 p.m.
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Hongkong to London via Canadian Atlantic Ports \$243.

Hongkong to San Francisco via New York \$225.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Company, Rix's Building (opposite Blake Pier).

FRED J. HALTON, Agent.



OSAKA SHOSEN KAISHA

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION).

TRANSPACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.)

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg)	Leaves
VICTORIA, B.C. & TACOMA	TACOMA MARU	—	1911
VIA KEELUNG, NAGASAKI, KOBE AND YOKOHAMA			Tuesday, 16th May, Daylight
VICTORIA, B.C. & TACOMA	PANAMA MARU	—	Tuesday, 30th May, Daylight
VIA KEELUNG, SHANGHAI, MOJI, KOBE & YOKOHAMA			

The Co.'s newly built steamers have fair speed. Superior accommodation for steamer passengers situated AMIDSHIPS. A limited number of Cabin passengers carried at low rates. Best adapted routes for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE.

For	Steamers	Leaves
ANPING & TAKAO	YEHIGO MARU	TUESDAY, 9th May, at Noon
FOOCHOW, via SWATOW	CHOSHUN MARU	WEDNESDAY, 10th May, at 10 a.m.
AMOY		SUNDAY, 14th May, at 10 a.m.
TAMSUI via SWATOW & AMOY	DALIN MARU	

Fair speed, Superior passenger accommodation. Electric light throughout.

First class cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

S. HIROI, Manager.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	Steamers	Tons	To SAIL
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	BUELOW	(10,000)	WEDNESDAY, 31st May, at Noon
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ONEISENAU	(10,000)	About MONDAY, 10th May
Do.	DEFFLINGER	(17,000)	WEDNESDAY, 17th May
MANILA, YAP, ANGAUR, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	PRINZ SIGISMUND	(8,000)	SATURDAY, 20th May, at Daylight
COBLENZ	Capt. H. Raegenor	(8,700)	TUESDAY, 26th May
KUDAT AND SANDAKAN	BORNEO	(5,000)	End of May

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars apply to

Norddeutscher Lloyd,
MELOHRS & CO
General Agents, Hongkong & China

Shipping

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL
TIENTSIN via WEIHAIWEI, CHEONGSHING		THURSDAY, May 11, at Noon
SINGAPORE, PENANG, LAISANG, AND CALCUTTA		SATURDAY, May 13, at Noon
MANILA, CEBU & ILOILO		SATURDAY, May 13, at 2 p.m.
SANDAKAN, MAUSANG		WEDNESDAY, May 17, at Noon
SHANGHAI, MOJI, KOBE AND YOKOHAMA		MONDAY, May 22, at Noon

RETURN TOURS TO JAPAN. (Occupying 24 days).

THE steamers Kaitum, Nansun and Tokoku leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified Surgeon is also carried.

Steamers have superior Accommodation for first-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Taking Cargo on through Bills of Lading to Kuda, Lahad Dagu, Simporna, Tawau, Cokan, Jesselton and Labuan.

For Freight or Passage, apply to

Telephone No. 315.

JARDINE, MATHESON & Co., Ltd., General Managers.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA, CEBU & ILOILO	Kaifong	May 9, at 4 p.m.
TSINGTAU, CHEFOO & NEWCHANG	Kwaikong	May 10, at 4 p.m.
SHANGHAI	Amoy	May 11, at 4 p.m.
SHANGHAI	Chienan	May 13, Midnight
MANILA, CEBU & ILOILO	Tamsin	May 16, at 4 p.m.
SHANGHAI	Laihow	May 18, at 4 p.m.
MANILA, CEBU & ILOILO	Taiwan	May 23, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINAN' and S.S. 'SANGU'.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE. Twin Screw Steamers 'Tean' & 'Taming'. Saloon accommodation amidships; Electric Fans fitted; extra state-rooms on deck, aft. Saloon accommodation on 'Relong' situated on deck, aft.

SHANGHAI LINE. EAST SCHEDULE TWIN SCREW STEAMERS (S.S. Anhui, Cheonan, Linan, Chihua)—with excellent passenger accommodation.

Electric Light throughout and Electric Fans in State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARES.—\$45.00 Single. \$80.00 Return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	AKI MARU Capt. K. Homma, Tons 7000	WEDNESDAY, 10th May, at Daylight
	MISHIMA MARU Capt. A. E. Moser, Tons 9000	WEDNESDAY, 24th May, at Daylight
	KAGA MARU Capt. A. Hagino, Tons 7000	WEDNESDAY, 7th June, at Daylight
VICTORIA, B.C. & SEATTLE, Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA	AWA MARU Capt. Iizawa, Tons 7000	TUESDAY, 23rd May, at 4 p.m.
	INABA MARU Capt. S. Tomimaga, Tons 7000	TUESDAY, 20th June, at 4 p.m.
VICTORIA, B.C. AND SEATTLE	KAMAKURA MARU Capt. B. Ken, Tons 7000	SATURDAY, 20th May, from KOBE
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMANO MARU Capt. M. Winkler, Tons 6000	FRIDAY, 12th May, at Noon
	YAWATA MARU Capt. J. Nago, Tons 5000	FRIDAY, 9th June, at Noon
NAGASAKI, KOBE AND YOKOHAMA	YAWATA MARU Capt. J. Nago, Tons 5000	WEDNESDAY, 10th May, at Noon
KOBE & YOKOHAMA	ATSUTA MARU Capt. Wm. Thompson, Tons 9000	THURSDAY, 11th May, at 11 a.m.
SHANGHAI, MOJI & KOBE	HAIRATA MARU Capt. A. Mocker, Tons 7000	FRIDAY, 12th May
BOMBAY, via SINGAPORE, AND COLOMBO	COLOMBO MARU Capt. Saker, Tons 5000	TUESDAY, 16th May

§ Fitted with new system of wireless telegraphy.

† Cargo only. * Carries Deck Passengers.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 MONTHS.

Yokohama Return	Kobe Return	Moji Return	Nagasaki Return
1st class \$120	\$110	\$100	\$80
2nd class \$80	\$70	\$60	\$50

With Option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailings, etc., apply to

T. KUBUMOTO, Manager.

Regal Boots AND Shoes

FOR SALE AT REASONABLE PRICES.



THE SAVOY.

8, D'Agular Street (opposite Court House).

Shipping

THE 'SHURE' LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship FLINTSHIRE, Captain G. C. Ousey, will be despatched as above on or about 13th May.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents, Hongkong, April 24, 1911.



STEAM FOR

STRATIS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERANEAN PORTS, PLYMOUTH AND LONDON

Through Bills of Lading issued for BATAVIA, PERIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship DELTA, Captain E. P. MARTIN, S.N.E., carrying His Majesty's Mails, will be despatched from the for BOMBAY, etc., on SATURDAY, the 13th May, 1911, at Noon, taking Passengers and Cargo for the above port in connection with the Company's Steamship Moolan, 10,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable Cargo for France, India and Ceylon (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles & London; other cargo for London, etc., will be conveyed via Bombay by the s.s. Persia due in London on the 25th June, 1911.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, April 23, 1911.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK

(With Liberty to Call at the Malayan Coast).

THE Steamship LAFAN PRINCE, Captain TROMAR, will be despatched for the above port on or about WEDNESDAY, the 24th May.

For Freight apply to ARNOLD, KARBURG & CO., General Agents.

Hongkong, April 19, 1911.

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